

principles with regard to the Mexican War cost Lincoln reelection in 1848. The war was very popular with the frontiersmen who had sent him to Washington.

He worked long and hard for the Whig candidate, General Zachary Taylor, during the election of 1848. When Taylor took office, however, his administration balked at making Lincoln commissioner of the General Land Office, an appointment he earnestly desired. Refusing less prominent offices in the Oregon territory, he returned to Illinois and resumed his law practice. That practice included not only cases on the local circuit but also before federal courts and the Illinois Supreme Court. Indeed, a fact often overlooked is that Lincoln established much of his reputation as a lawyer arguing important cases before higher courts.

Though he remained moderately active in the Whig party, the fire in his politics waned until 1854. When the Kansas-Nebraska Act, brainchild of Stephen A. Douglas, destroyed the Missouri Compromise and the Compromise of 1850 by allowing slavery in areas of the Louisiana Purchase previously closed to the "peculiar institution," Lincoln became an ardent exponent of free soil. The heat thus generated propelled him to seek the Whig nomination for one of Illinois' seats in the United States Senate in 1855. The following year, however, Lincoln changed party allegiance and cast his lot with the aggregation of antislavery factions that came to be known as the Republican Party. Though unsuccessful in his bid for a Senate seat in 1858, Lincoln carried out a series of debates with his Democratic opponent, Douglas, that lent him a national notoriety as an opponent of slavery. His new found prominence, coupled with the curious twist that losing the Senate seat to Douglas made him available, brought Lincoln the Republican nomination for President of the United States in 1860.

A two-way split in the Democratic Party and the formation of the short-lived Constitutional Union Party resulted in four candidates being placed before the electorate in 1860. Lincoln won with a plurality of 40 percent of the votes cast. Within two months, seven states—South Carolina, Mississippi, Florida, Alabama, Georgia, Louisiana, and Texas—left the Union out of fear that an administration stridently hostile to them was taking over Washington. Lincoln waited, then tried persuasion, but the Southern states responded by uniting into the Confederate States of America. On 12 April 1861, forces of South Carolina began a bombardment of Ft. Sumter in Charleston harbor. The fort capitulated the next day. On the 15th, Lincoln declared a state of insurrection and called for volunteers to put it down. Arkansas, North Carolina, Tennessee, and Virginia promptly seceded.

The story of the remaining four years of Lincoln's life is inextricably entwined with that of the American Civil War, a subject that has inspired literally thousands of volumes. Suffice it to say that his guiding principle throughout the conflict was the restoration of the country's unity. When persuasion failed, he resorted to force. Though generals failed him, his own vision and perseverance did not. Lincoln suffered a loss of popularity during the political campaign of 1864 but managed to win reelection. Consequently, he prosecuted the war to its conclusion in April 1865. The great tragedy, however, may be that the country needed him more in the aftermath of the Civil War than it did during the conflict itself. Inaugurated for his second term on 4 March 1865, Abraham Lincoln was shot by John Wilkes Booth on 14 April while attending a play at Ford's Theater in Washington, D.C. He died the following morning and was buried at Oak Ridge Cemetery in Springfield, Ill., on 4 May 1865.

I

(SSBN-602: dp 6,030 (surf.), 6,700 (subm.); l. 381'; b. 33'; dr 29'; s. 20+ k.; a. 16 Polaris mis., 4 21" tt.; cpl 137; cl *George Washington*)

Abraham Lincoln (SSBN-602) was laid down on 1 November 1958 by the Portsmouth (N.H.) Naval Shipyard; launched on 14 May 1960; sponsored by Miss Mary Lincoln Beckwith, the great granddaughter of President Lincoln; and commissioned on 11 March 1961, Comdr. Leonard Erb (Blue Crew) and Comdr. Donald M. Miller (Gold Crew) in command.

The fleet ballistic missile submarine got underway on 20 March for shakedown and weapons testing at Cape Canaveral, Fla., and returned to Portsmouth on 1 June for post-shakedown

availability. She left Portsmouth on 17 July to return briefly to Cape Canaveral for further testing and then proceeded to Charleston, S.C., for a final loadout. *Abraham Lincoln* subsequently got underway on 28 August as a unit of Submarine Squadron 14, Submarine Force, Atlantic Fleet. She arrived at Holy Loch, Scotland, in October. The submarine underwent a refit alongside *Proteus* (AS-19) during November and, upon its completion, commenced her first deterrent patrol.

Abraham Lincoln operated out of Holy Loch for the next four years. She alternated periods of upkeep at Holy Loch alongside *Proteus* or *Hunley* (AS-31) with deterrent patrols from that port. A highlight of this period occurred during the Cuban crisis of October 1962. The submarine was in the middle of a scheduled four-week upkeep period when she received orders to deploy. *Abraham Lincoln* departed in short order and successfully carried out a 65-day patrol. On 13 October 1965, *Abraham Lincoln* arrived at Groton, Conn., and entered the Electric Boat Co. yard located there on 25 October to begin an overhaul and refueling.

This work was completed on 3 June 1967 and the submarine returned to her base at Holy Loch and resumed her schedule of deterrent patrols. She continued the pattern of alternating patrols with periods of upkeep alongside either *Simon Lake* (AS-33) or *Ceanopus* (AS-34) through 1972. In early March of that year, *Abraham Lincoln* sailed for the United States and arrived at the Submarine Base, New London, Conn., on 25 April. She held two dependents' cruises before getting underway on 19 May for the west coast to join the Pacific Fleet. *Abraham Lincoln* made a brief visit to Ft. Lauderdale, Fla., transited the Panama Canal on 1 June, sailed to Bangor, Wash., to offload her missiles, then pushed on to San Francisco, Calif. On 25 June, *Abraham Lincoln* entered the Mare Island Naval Shipyard, Vallejo, Calif., to commence overhaul and refueling.

The extensive overhaul was completed in December 1973. After shakedown in the areas around Puget Sound and San Diego, Calif., *Abraham Lincoln* transited the Panama Canal on 1 June 1974. She held tests and local operations at Cape Kennedy, Fla., and Charleston, S.C. The submarine retransited the canal on 26 July and sailed for her new home port, Pearl Harbor, Hawaii, where she arrived on 10 September. The submarine continued on to her advanced base at Guam, arriving on 18 October. The submarine then began deterrent patrols from that island in the Marianas. During the next four years, the warship carried out deterrent patrols from Guam. She also participated in numerous tests and exercises. In 1977, *Abraham Lincoln* became the first ballistic missile submarine to have conducted 50 strategic deterrent patrols.

Abraham Lincoln completed her last patrol in October 1979 and arrived at Bangor, Wash., on 30 October to commence offloading her missiles before beginning inactivation overhaul. Preparations for her retirement continued through 1980 and into 1981. On 28 February 1981, *Abraham Lincoln* was decommissioned at the Puget Sound Naval Shipyard. Her name was struck from the Navy list on 1 December 1982.

II

(CVN-72: dp. 91,487 (f.); l. 1,092; b. 134'; e.w. 252'; dr. 37'; s. 20+ k.; cpl 6,287; a. 3 BPDMS, Sea Sparrow, 90+ ac.; cl *Nimitz*)

The keel for the second *Abraham Lincoln* (CVN-72) was laid down on 3 November 1984 at Newport News, Va., by the Newport News Shipbuilding and Dry Dock Co. Scheduled to be launched on 13 February 1988, the ship is to be delivered to the Navy in late 1991.

Absaroka

Absaroka is a mountain range in the state of Wyoming.

(Str: dp 12,397; l. 423'9"; b. 54'; dr 24'6"; s. 11 k; cpl 70; a. 1 6", 1 3")

Absaroka (Id. No. 2581) was built in 1917 for the United States Shipping Board by Skinner & Eddy Co., Seattle, Wash.; taken over by the Navy on a bare boat basis on 17 September 1918; and commissioned that same day, Lt. Comdr. O. W. Hughes in command.

Absaroka was assigned to the Naval Overseas Transportation Service following her commissioning. Between October 1918 and February 1919, the ship made two transatlantic voyages carrying Army cargo to ports in France, England, and the Netherlands. During her second trip, *Absaroka* rescued the captain and crew of the disabled British steamer *War Marvel* and landed them safely at Falmouth, England.

The ship arrived in New York City on 12 February 1919 and was immediately drydocked for overhaul. *Absaroka* was decommissioned on 4 March 1919 and returned to the United States Shipping Board.

Absecon

An inlet north of Atlantic City, N.J.

On 17 June 1918, officers of the 4th Naval District inspected *Absecon*—a single-screw, steel-hulled freighter built in 1918 by the New York Shipbuilding Co. Although the Navy designated

the vessel Id. No. 3131, the Government never took possession of the ship. However, she was armed; and a Navy armed guard crew was placed on board the ship. It earned the World War I victory medal with Armed Guard Clasp for service between 12 October and 5 November 1918.

I

(AVP-23: dp. 2,800; l. 310'9"; b. 41'1"; dr. 13'6"; s. 18.2 k.; cpl. 367; a. 2 5", 4 20mm., 2 dct.; cat. 1; ac. 3; cl. *Barnegat*)

Absecon (AVP-23) was laid down on 23 July 1941 at Houghton, Wash., by the Lake Washington Shipyard; launched on 8 March 1942; sponsored by Mrs. Robert L. Moon, Jr., the daughter of Capt. G. E. Davis—who was then the chief of staff to the Commandant of the 13th Naval District—and the wife of Comdr. Robert L. Moon, Jr.; and commissioned at the Puget Sound Navy Yard, Bremerton, Wash., on 28 January 1943, Comdr. Robert S. Purvis in command.

Absecon was unique among her *Barnegat*-class small seaplane tender sisters in that she was the only one to be fitted with a



Absecon (AVP-23) was unique among the *Barnegat* class in that she mounted a single catapult to port, abaft the stack, and two aircraft handling cranes, of the type fitted to *Cleveland*-class light cruisers, at the after end of the main deck superstructure, to enable her to train catapult floatplane pilots. She is seen here off Fort Lauderdale, Fla., 6 January 1944, in a photo taken by Photographer's Mate 2d Class J. Chefetz, USN. (80-G-388244)

catapult and cranes. Her redesign from the standard configuration resulted from the Navy's need for pilots to qualify for catapult operations in the battleship and cruiser-based aviation units. The ship was converted prior to her commissioning, progress well underway by June of 1942. *Absecon*—assigned the duty of providing training for catapulting and sled net recovery while underway—completed her fitting out period on 14 February 1943 and commenced her shakedown the following day, her embarked "aviation unit" consisting of one Curtiss SO3C-1 "Seamew" and a pair of Vought OS2U-3 "Kingfishers."

Upon the completion of her shakedown, *Absecon* departed San Pedro, Calif., on the afternoon of 28 February 1943 and transited the Panama Canal between 7 and 9 March. She conducted daily reconnaissance and antisubmarine flights with her embarked aircraft as she proceeded toward Jacksonville, Fla. At 1335 on 11 March, she exchanged identification with a friendly patrol bomber which informed her of having sighted a ship sinking in the vicinity. *Absecon* altered course accordingly and proceeded to the scene where, at 1518, she picked up seven survivors from the United Fruit Co. freighter, SS *Olancho*. Earlier that morning, the ship had been proceeding from Honduras to Tampa, Fla., when she was torpedoed. Postwar accounting revealed her assailant to be U-183.

Absecon reached Jacksonville on the 13th and soon disembarked the seven men from *Olancho*. Over the ensuing months, from March to September of 1943, the seaplane tender operated out of the Naval Section Base, Mayport, Fla., coordinating observation plane (VOS) pilot training with Operational Training Unit (OTU) No. 1 out of the Naval Air Station (NAS), Jacksonville, qualifying pilots and serving as a target for torpedo runs. Such operations were not without hazard; for, on 16 April 1943, *Absecon* struck a submerged wreck off Mayport that caused considerable damage to her hull. Following repairs, she resumed her steady pace of training evolutions that lasted into the autumn.

In September 1943, *Absecon* was shifted to operate from the Naval Section Base at Port Everglades, Fla., as well as from the Coast Guard base at that port. She then carried out her training activities into the winter. One event highlighted her service during this period. She got underway at 0810 on 13 November 1943 for operations as a target ship for torpedo bombers based at NAS, Fort Lauderdale. At 0930, *Absecon* observed a small craft flying distress signals and, upon closing the range, identified her as SS *Franklin Baker*, owned by the Eveready Shipping Co. of New York and bound from Baracoa, Cuba, to Miami, Fla., with a cargo of bananas. Seeing *Franklin Baker* to be "in sinking condition," *Absecon* passed a towline to the former, which had been adrift, her engines broken down, since noon the day before. However, the towline parted so the seaplane tender took the merchantman alongside; took off the master, Samuel P. Henning, and his crew of six; and rigged two submersible pumps on board the craft before rigging a towline and getting underway once more at 1033.

Less than an hour later, however, at 1124, it was evident that *Franklin Baker* could not be saved, so *Absecon* cut the banana-boat adrift. Two depth charges exploded off *Franklin Baker's* bow had "no effect," her superstructure still remaining awash; 18 5-inch projectiles likewise failed to yield the desired results—the little banana boat remaining defiantly afloat. Directing the Coast Guard patrol boat, USCGC 60026, to sink the derelict with demolition charges lest *Franklin Baker* become a menace to navigation, *Absecon* continued her operations with the Grumman TBF "Avengers" operating out of Fort Lauderdale before returning to the Section Base dock at Port Everglades later that afternoon.

During 1944, *Absecon* maintained a relentless pace off Port Everglades, conducting daily flight operations. She conducted 1,394 catapult launchings and a corresponding number of recoveries and qualified 211 pilots—thus averaging approximately 116 launches per month with 18 pilots a month qualifying for the operation of cruiser and battleship-based floatplanes such as the SO3C, the OS2U, the Curtiss SOC "Seagull" and the Curtiss SC "Seahawk." Her peak month of operations was November 1944, when she conducted 279 launchings and qualified 58 aviators. In addition to this duty, she also served as a mobile target for torpedo planes operating out of NAS, Fort Lauderdale, and NAS, Miami.

Neither operation was hazard free: on 7 April 1944 one of the ship's OS2U-3's overran the sled being towed alongside, fouling

the breast line and tearing away a wingtip float. The plane capsized and, after "complete salt water immersion," was salvaged. Fortunately, there were no casualties. In addition, shallow-running exercise torpedoes struck the ship four times during 1944: the first time on 30 January, the second on 24 June, the third on 19 August, and the last on 31 October 1944. The first flooded two compartments; the third hit caused flooding—controlled by fire and bilge pumps—in the forward engine room, the last caused a small rupture in the shell plating.

Not only did aircraft capsizings and torpedo hits make life interesting for *Absecon's* sailors, but that fall a tropical storm added zest. With the evacuation of Port Everglades of shipping in the path of a storm headed in its direction, *Absecon* departed on 17 October, sending one of her planes to NAS, Banana River, Fla., prior to departure. Mooring at the Naval Frontier Base, Mayport, Fla., on the 18th, she dispatched the remaining two OS2U-3's to NAS, Jacksonville, soon after her arrival and then rode out the hurricane that lashed the vicinity with winds that reached 100 knots. By the 20th, the storm had passed, permitting *Absecon* to resume her training evolutions.

The year 1945 promised more of the same sort of duty for the unique *Barnegat*-class ship—including some of the same types of operational accidents, some more serious than others. On 19 February 1945, for example, an exercise torpedo hit the ship aft on the starboard side, below the waterline, and then hit the starboard propeller, damaging two blades. This necessitated a visit to the Charleston (S.C.) Navy Yard, where she arrived at 1258 on the 23d. *Absecon* soon entered drydock where her damaged screw was replaced. Underway for her home port on 3 May, the ship arrived back at Port Everglades the next day and resumed her active operations schedule.

On five occasions during 1945, aircraft capsized during recovery operations, all except the last, on 4 August 1945, resulting in the salvage of the aircraft involved. On that occasion, the plane, apparently damaged beyond repair, was shelled and sunk. As she had done with *Franklin Baker*, *Absecon* again lent a helping hand to mariners in distress; on 6 February 1945, she assisted the fishing boat *Chip* by taking her in tow and turning her over to the Coast Guard for further assistance.

Absecon based at Port Everglades until mid-July 1945 when she shifted to NAS, Pensacola, Fla., for duty involving training and logistical support of the VO/VCS (observation/cruiser-based observation aircraft) operations there. *Absecon* carried out this training through V-J Day (15 August 1945) and into September of 1945. During those nine months, she conducted 1,839 catapult launchings, an average of 204 per month, and qualified 274 pilots. Her peak "production" of pilots occurred in March 1945 when she qualified 45, and her peak number of launchings occurred during August when she conducted 340.

As the helicopter began to supplant cruiser- and battleship-based seaplanes, the need for qualifying pilots of the latter diminished accordingly. After a period as a training ship out of NAS, Pensacola, *Absecon* was placed out of commission, in reserve, on 19 March 1947, and laid up with the Texas Group of the Atlantic Reserve Fleet, Orange, Tex.

Transferred to the United States Coast Guard on 5 January 1949, *Absecon* became USCGC *Absecon* (WAVP-374) and operated as such through the 1960s. Operating primarily in the Atlantic out of Norfolk, Va., the erstwhile seaplane tender served as a weather ship on ocean stations, before the advent of improved storm-tracking radars obviated such operations. During the 1950s, she frequently visited Argentina, Newfoundland, and St. George Harbor, Bermuda, between stints on patrol on the high seas in the north and central Atlantic and periods of regular upkeep at Norfolk.

On 21 September 1957, *Absecon*, on her ocean station in the central Atlantic, picked up a distress call from the West German four-masted steel bark *Pamir*. The square-rigger, homeward bound from Argentina with a cargo of barley and with 86 men (52 teen-aged cadets among them) on board, had run into Hurricane "Carrie" and been battered severely by the vicious storm, ultimately sinking in the tempest. *Absecon* altered course immediately and stood toward *Pamir's* last position. Arriving on the scene the following day, the Coast Guard cutter immediately began sweeping the stormy sea for signs of life, aided by Portuguese and American Air Force planes from the Azores and Navy planes from Bermuda. About 50 ships, representing 13 nations, searched for one week. Ultimately, SS *Saxon* rescued five men,

three days after *Pamir* had sunk; *Absecon* found the square-rigger's last survivor, 22-year old Gunter Hasselbach, the following day. Seventy-two men had perished.

In 1958, the ship visited Hamburg, Germany (20 to 22 June), Amsterdam, Holland (23 to 28 June), Dublin, Ireland (3 to 7 July), and Lisbon, Portugal (13 to 17 July), before returning, via Bermuda, to the east coast of the United States.

Subsequently classed as a high endurance cutter, WHEC-374, *Absecon* was transferred to the South Vietnamese Navy on 15 July 1972 and was simultaneously renamed *Tham Ngu Lao* (HQ 15). She was apparently unable to escape from South Vietnamese waters when that country fell to communist domination in the spring of 1975 and, according to some sources, was still operational as of 1978. Current naval publications such as *Jane's All the World's Fighting Ships* still list the ship, except now only as the unnamed HQ.01

Absegami

(MB: l. 75'; b. 16'; dr. 3'6"; s. 13 k.; a. 11-pdr., 1 mg.)

Absegami (SP-371) was a motor boat built in 1916 at New York City by the New York Yacht, Launch & Engine Co.; acquired by the Navy on free lease from her owner, Allen K. White, Atlantic City, N.J., on 2 May 1917; and commissioned at the Philadelphia Navy Yard on 30 April 1917, Ens. W. G. Morse in command.

Following her commissioning, *Absegami* was assigned to section patrol duty in the 4th Naval District. Throughout World War I, the boat patrolled the Delaware Bay and Atlantic waters off Cape May, N.J. *Absegami* was decommissioned at Philadelphia on 2 December 1918 and returned to her owner four days later.

Acacia

A thorny tree originally identified in Egypt, but also found in other warm regions. The acacia is characterized by pinnate leaves and clusters of white and yellow blossoms.

(ScStr: t. 300; l. 125'; b. 23'2"; dph. 12'; dr. 11'; s. 12 k.; cpl. 58; a. 2 30-pdr. r., 1 12-pdr. r., 1 12-pdr. sb.)

Acacia—a screw, steam, schooner-rigged tug built at East Boston, Mass.—was launched as *Vicksburg* sometime in September 1863; purchased at Boston by the Navy from C. W. Wilder on 28 October 1863; and commissioned in the Boston Navy Yard on 8 December 1863, Acting Master John D. Childs in command.

While the new tug was preparing for service in the South Atlantic Blockading Squadron, 17 Confederate agents disguised as passengers seized *Chesapeake* off Cape Cod, Mass., on 7 December 1863 as that packet was steaming from New York City to Portland, Maine. The liner's captors took her to St. John, New Brunswick, where, the next day, they landed the prize's bonafide passengers, her former captain, and most of her crew.

Word of the takeover reached Portland on the morning of the 9th and quickly spread from there. The news prompted Federal officials at northern ports along the coast to speedy action.

At 4 o'clock that afternoon, *Acacia* sailed in search of the *Chesapeake*. En route, however, she began taking on water so fast that she soon found herself "... in a sinking condition ..." and was forced to seek haven at Portland. On the morning of the 11th, Childs wired from there back to Boston, "Through the help of the fire department the *Acacia* is now alongside a wharf, where she can not sink."

While *Acacia* was undergoing repairs at Portland, other Union ships continued to hunt for *Chesapeake*. On 17 December, the recently captured blockade runner *Ella and Annie*—which had been hastily manned, armed, and sent to sea—finally caught up with her at Sambro, Nova Scotia. Shortly thereafter, the Northern gunboat *Dacotah* arrived on the scene; and her commanding officer prevented *Ella and Annie* from taking the recaptured tug back to Boston, lest such action seriously undermine relations between the United States and the British Empire. Instead, to observe diplomatic niceties, he escorted *Chesapeake* to Halifax where he asked Canadian courts to restore her to her owner. The following morning, the repaired *Acacia* arrived at Halifax

with witnesses who could identify and testify against the Southern sailors.

Her work along the Canadian coast completed, *Acacia* returned to Boston and resumed her preparation for blockade duty along the coast of the Carolinas. When ready, she proceeded south via Hampton Roads, Va., and arrived off Morris Island, S.C., on the evening of 6 January 1864. The tug served in the South Atlantic Blockading Squadron for the remainder of the war, spending most of her time near Breach Inlet in the line of Union warships outside Charleston bar. From time to time during her deployment, she had brushes with blockade runners, occasionally forcing the escaping ships to turn back into port and compelling vessels attempting to enter back out to sea.

Ironically, her greatest success came on the morning of 23 December, not when she was on her blockade station, but while she was steaming from Charleston bar to Georgetown, S.C., with provisions for screw sloop *Canandaigua*. As she was passing Cape Romain Shoal, a lookout in the masthead reported two white smokestacks close inshore. *Acacia* altered course and "... on closing in toward the bar, discovered ... a sidewheel steamer of perhaps 400 tons. No colors could be seen." The stranger's decks were crowded with men preparing to abandon her.

Acacia continued "... in as near as the depth of water would admit and fired a shell over her." She then lowered her boats, armed them for boarding, and fired another shot over them as they approached the stranded ship. The stranded steamer then sent up white flags as her own boats began pulling toward the mouth of Alligator Creek where they escaped.

Not a soul remained on board the blockade runner when the Union sailors reached her shortly past noon. Upon boarding the prize, they learned that she was *Julia*, a fast, shallow-draft, iron-hulled vessel built in 1863 at Renfrew, Scotland—apparently for the express purpose of violating the Federal blockade. "Her engine's had been purposely disabled ..." and she was hard aground. The almost heroic efforts of the boarding party managed to get *Julia* afloat and underway on her own power shortly after daylight on the following morning, and she was ultimately sent to Key West where she was condemned by the prize court.

After the end of the Civil War, *Acacia* sailed for Philadelphia on 24 April 1865. She was decommissioned in the navy yard at that port on 12 May 1865 and sold at public auction there. Redocumented as *Wabash* on 13 October 1865, she served as a merchantman until abandoned in 1881.

Acadia

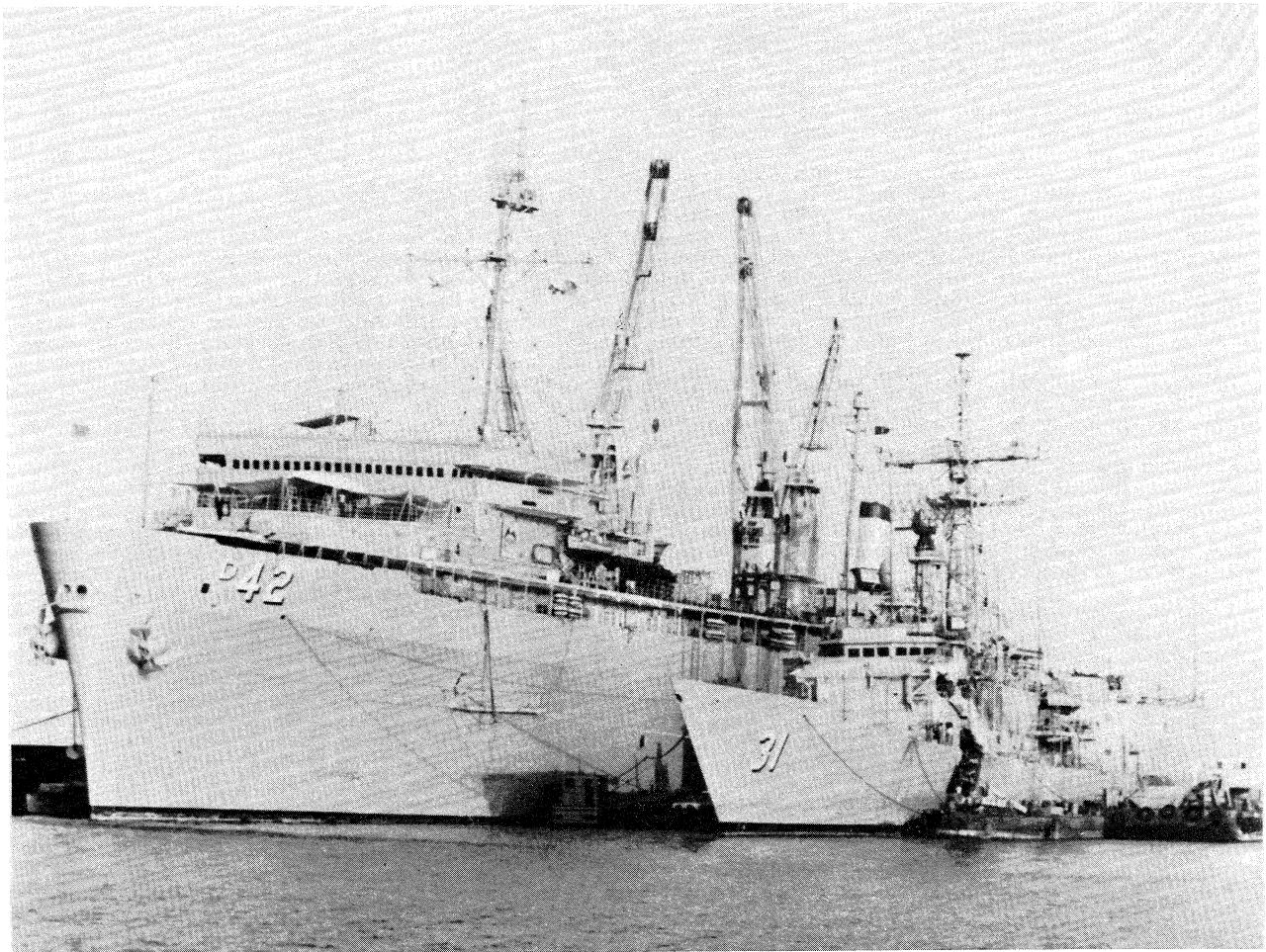
The National Park in the state of Maine, a scenic, rugged coastal area on Mount Desert Island and the most prominent elevation on the eastern seaboard.

(AD-42: dp. 21,916; l. 641'10"; b. 85'0"; dr. 24'0"; s. 20.0 k.; cpl. 1,500; a. 1 5"; cl. *Yellowstone*)

Acadia (AD-42) was laid down on 14 February 1978 at San Diego, Calif., by the National Steel and Shipbuilding Co.; launched on 28 July 1979; sponsored by Mrs. Clarence R. Bryan, the wife of Vice Admiral Clarence R. Bryan, Commander, Naval Sea Systems Command; and commissioned on 6 June 1981, Capt. Brenton P. Hardy in command.

Acadia completed her outfitting at her builders yard on 6 July and then made the brief trip to the Naval Station, San Diego. After a month clearing details and getting ready, the destroyer tender embarked upon her shakedown cruise on 7 August. That voyage took her to Pearl Harbor, Hawaii, and back to San Diego where she arrived on 28 August. When the ship returned to her home port, her crew concentrated their efforts on honing their skills as repairmen; and, except for a few brief periods at sea for underway training and propulsion plant certification, *Acadia* spent the rest of the year in port at San Diego.

The destroyer tender began 1982 as a fully operational mobile repair facility of the Pacific Fleet. She provided her services at San Diego until the beginning of February when she moved to the Naval Air Station, Alameda. At the end of the month, she steamed back to San Diego. Late in May, the ship embarked Naval Academy and NROTC midshipmen for their summer training cruise. On 14 June, *Acadia* stood out of San Diego on her



Acadia (AD-42), carries out repairs to the damaged guided-missile frigate *Stark* (FFG-31), at Bahrein in late May 1987, the latter the victim of an apparently accidental attack by an Iraqi "Mirage." (NH 96633)

way to Hawaii. The destroyer tender repaired ships of the Pacific Fleet at Pearl Harbor from 22 June to 25 July. Returning to San Diego in August, she spent the remainder of the year in the immediate vicinity of her home port. Though she put to sea occasionally for training purposes, the majority of the time, she was in San Diego doing repair work for the fleet.

In December of 1982, *Acadia* began preparations for the first overseas assignment of her career. On 4 January 1983, the destroyer tender put to sea for a journey that took her not only to the Orient but into the Indian Ocean and to the east coast of Africa as well. *Acadia* stopped at Pearl Harbor between the 12th and the 14th and, after another 10 days at sea, arrived in Yokosuka, Japan, on the 24th. *Acadia* remained at Yokosuka for almost a month then visited Sasebo before setting a course for the Philippines on 23 February. The ship entered Subic Bay, Luzon, on 27 February and performed repairs until 3 March when she put to sea for duty in the Indian Ocean. She reached the American outpost on Diego Garcia Island on 13 March and worked at that location for 16 days. On the 29th, *Acadia* headed for the east coast of Africa. She visited Mombasa, Kenya, from 4 to 11 April; called at Mogadishu, the capital of Somalia, between the 13th and the 16th; and paused overnight at Al Masirah, an island off the coast of Oman near the Horn of Africa, on 22 and 23 April. The destroyer tender returned to the base at Diego Garcia on 29 April and spent the next month there repairing warships on duty in the troubled waters of the Arabian Sea and the Persian Gulf.

On 2 June 1983, *Acadia* departed Diego Garcia on her way to Pattaya, Thailand. The ship arrived at Pattaya on 11 June. For

the rest of the deployment, she operated in Far Eastern waters proper. From Pattaya, she steamed back to Subic Bay where she provided repair services to ships of the 7th Fleet during the latter part of June. During July, *Acadia* called at Hong Kong, Pusan in Korea, and at Sasebo, Japan. On 16 July, the destroyer tender stood out of Sasebo on her way back to the United States. She took the usual break in the transpacific voyage at Pearl Harbor between the 27th and 29th and reentered San Diego harbor on 4 August.

Acadia remained at San Diego for about two months after her return from the Orient. Post-deployment standdown consumed the first month, but she got back to work providing repair service during the second. Near the middle of October, the destroyer tender voyaged north to Bremerton, Wash., where she carried on her duties until 4 November. Returning south by way of San Francisco, *Acadia* reached San Diego again on 12 November. She resumed repair work at San Diego upon her return and remained so occupied through the end of 1983 and well into 1984. In fact, the ship did not get underway again until late in March 1984 when she put to sea for three days in the southern California operating area. She returned to port on 23 March and resumed repair work until June. During the week of 11 to 18 June, *Acadia* made the round-trip to Monterey and back. In July, she participated in a midshipman summer training cruise and, in August, carried out refresher training in the local operating area. During the remaining months of 1984, the destroyer tender concentrated on repair work and preparations for her second deployment overseas.

Acadia embarked upon the voyage to the Far East on 5 Janu-

ary 1985. She stopped over in Pearl Harbor from the 12th to the 14th and then resumed her journey west. Steaming by way of Guam, the destroyer tender arrived in Subic Bay on 2 February. She conducted repairs there for about a week and voyaged to Hong Kong for a port visit. The ship returned to Subic Bay during the latter part of February and stayed there until 8 March. At that time, she headed for Japan. During March, she called at Sasebo and at the Korean ports of Pusan and Chinhae. On the 28th, the tender returned to Japan at Yokosuka. *Acadia* spent the remainder of her tour of duty with the 7th Fleet at Yokosuka carrying out an extremely heavy schedule of repairs on warships assigned to that fleet. On 12 June, she set out upon the voyage home. *Acadia* stopped at Pearl Harbor as usual and pulled into San Diego on 3 July. After a month of leave and upkeep, the destroyer tender began preparations for her first regular overhaul. On 16 September, she moved to the yard of South West Marine in San Diego where she underwent repairs until mid-December.

Holiday leave and upkeep occupied the last half of December 1985, but *Acadia* launched into a full schedule of repair services in January 1986. Except for occasional brief periods at sea and a port visit to San Francisco in June, she remained at San Diego until September. Early in the month she put to sea for refresher training and, on the 28th, embarked upon the passage to Alameda. *Acadia* arrived at the Naval Air Station, Alameda, on 1 October and began a busy six weeks of repair work there. The destroyer tender returned to San Diego in the middle of November and spent the remainder of 1986 in preparations for overseas movement.

Although originally slated to deploy in January 1987, *Acadia* provided repair services to ships in the San Diego area into the spring. On 14 April, the tender sailed for the western Pacific, and after touching at Pearl Harbor (21-22 April) and Subic Bay (8-18 May), was en route to Diego Garcia when she was rerouted to the Persian Gulf.

An Iraqi Mirage F.1 had mistakenly attacked and severely damaged the guided missile frigate *Stark* (FFG-31) on 17 May 1987. The crippled ship had limped into Bahrain, where *Acadia* was dispatched soon thereafter. Between 1 and 27 June, *Acadia*

provided berthing, messing, and repair services to *Stark*, "doing what she (*Acadia*) was designed to do, providing forward deployed support and battle damage repair . . ."

Accelerate

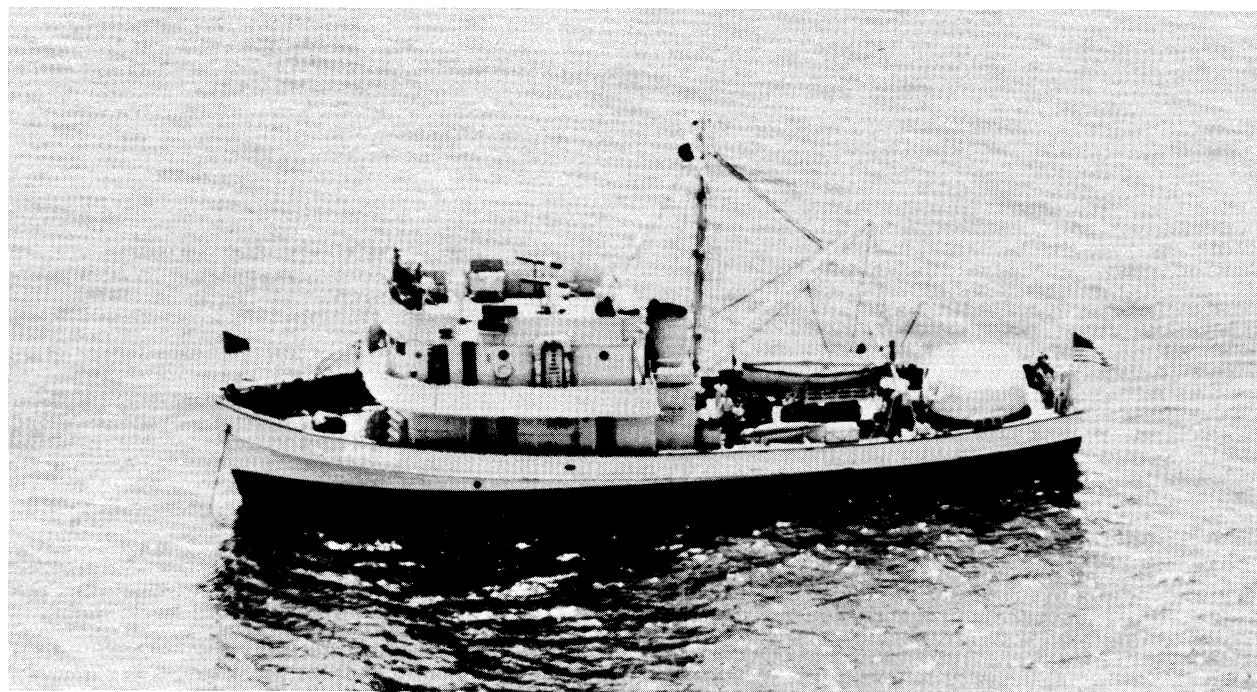
(ARS-30: dp. 400; l. 129'6"; b. 32'; dr. 14'; s. 12 k.; a. 2 6-pdrs.)

Accelerate (ARS-30) was a steam-propelled mooring tender built in 1921 by Kyle & Purdy, City Island, N.Y., as *Toteco* for the International Petroleum Co. Either late in 1929 or early 1930, the vessel was acquired by Elmer D. Walling of Montclair, N.J., and renamed *Walling*. After the United States entered World War II, the Navy acquired her at New York City from Mr. Walling on 2 April 1942; classified her as a salvage vessel, ARS-30, on 11 April 1943; and simultaneously renamed her *Accelerate*. No conversion was deemed necessary to prepare her for Navy use. Between these last two events, she may have been used privately by the Merritt, Chapman, Scott Co. because the Navy accepted her back from the company on 5 September 1946.

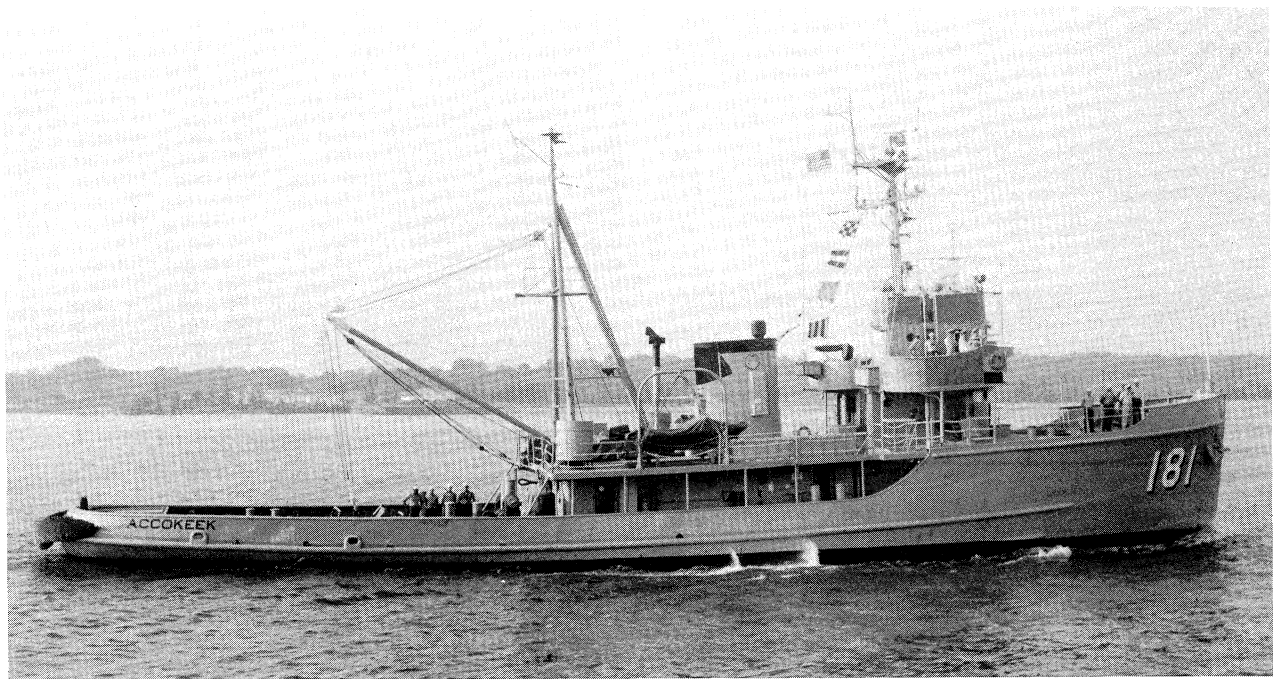
Records on the ship's naval career are scarce and in some matters confusing, if not contradictory. It appears that *Accelerate* was assigned to the 3d Naval District throughout her service in the Navy. She was apparently operated under contract with the Navy by the Merritt, Chapman, and Scott Co. in waters near New York City. Some evidence exists indicating that the salvage vessel was placed in commission on 15 March 1945; but, if so, no logs of her service have been found, and no record of her decommissioning has survived.

The Navy declared the vessel surplus in February 1946 and her name was stricken from the Navy list on 7 February 1947. On 28 August 1947, the ship was transferred to the War Shipping Administration of the Maritime Commission for disposal.

The ship was sold in 1948 to C. Pateras and G. Glyptis of Venezuela. Soon renamed *Marigo*, she served several owners under the Venezuelan flag, bearing the names *Marigo* and *George*. In the late 1970's, she was registered as *George* and owned by *Maritima Venezolana de Navegacion, S.A.*



Accentor (AMc-36), 8 June 1943, displaying her full coastal minesweeper designation, AMc-36, on her hull. Note the two .50-caliber machine guns amidships, and the sweep wire reel on her fantail. (80-G-71254)



Accokeek (ATA-181), underway in the Delaware River near the Philadelphia Naval Shipyard, 18 July 1966, her crew at quarters, as photographed by Bruno T. Wojciechowski. (NH 92281)

Accentor

A bird of the genus *Pruella*, most notably the hedge sparrow.

I

(AMc-36: dp. 221; l. 97'6"; b. 22'6"; dr. 8'11"; s. 10 k.; cpl. 17; a. 2 .50-cal. mg.; cl. *Accentor*)

The first *Accentor* (AMc-36) was laid down on 21 January 1941 by W. A. Robinson, Inc., Ipswich, Mass.; launched on 10 May 1941; sponsored by Mrs. W. A. Robinson; and commissioned at the Boston Navy Yard on 24 July 1941, Lt. (jg.) Gordon Abbott in command.

Following outfitting there and shakedown training in nearby waters and off the Virginia capes, the coastal minesweeper arrived at Portland, Maine, on 26 September and reported to the commanding officer of Mine Division 26 for duty in the inshore patrol. For almost one year—but for a month of availability at the Boston Navy Yard from 18 March to 17 April 1942—she performed her duties of streaming and sweeping for mines. During this time, the United States entered World War II on 7 December 1941.

In mid-August 1942, orders arrived directing *Accentor* to proceed via Boston to Annapolis, Md., for minesweeping tests in the Chesapeake Bay. She departed Portland on the 22d and reached the Naval Academy six days later. She was decommissioned there on 1 September and simultaneously placed in service. She spent the remainder of her naval career operating in the Chesapeake Bay region, for the most part under the auspices of the Naval Mine Warfare Proving Ground, Solomons Island, Md.

After World War II ended and most postwar minesweeping tasks had been completed, *Accentor* was placed out of service on 14 June 1946 and, a week later, declared surplus to the Navy needs. Struck from the Navy list on 3 July 1946, she was transferred early in October 1946 to the Maritime Commission for disposal and sold to Higgins, Inc., of New Orleans, La. She was delivered to that company at Lake Charles, La., on 9 October 1946.

II

(LCIL-652: dp. 387 (f.) (lim.); l. 159'0"; b. 23'8"; dr. 5'8"; s. 14.4 k.; cpl. 40; a. 5 20mm.; cl. *LCIL-641*)

The second *Accentor* was laid down as *LCIL-652* on 10 June 1944 at Barber, N.J., by the New Jersey Shipbuilding Corp.; launched on 13 July 1944; and commissioned on 19 July 1944.

After shakedown training during the summer of 1944, the large infantry landing craft joined the Pacific Fleet. She operated in various rear areas of the Pacific Ocean through the end of World War II and, after Japan capitulated in mid-August 1945, continued similar activity into the summer of 1946. On 19 July of that year, *LCIL-652* was placed out of commission and was berthed with the Columbia River Group of the Pacific Reserve Fleet. While inactive during the remainder of her Navy career, she was redesignated *LSIL-652* on 28 February 1949. Late in October 1950, the ship was nominated for conversion to an underwater mine locator ship. Accordingly, she was named *Accentor* and redesignated AMCU-15 on 7 March 1952. In May 1952, she was reassigned from the Columbia River Group to the Bremerton Group in preparation for her reconditioning.

However, *Accentor* never returned to active service. Her conversion was cancelled on 22 January 1954, and she remained inactive at Bremerton. On 1 July 1954, her name and new classification were also cancelled, and she reverted to *LSIL-652*. She was struck from the Navy list on 18 September 1956 and was sunk as a target on 13 August 1958 about 70 miles off the Strait of Juan de Fuca.

Accohanoc

An American Indian tribe of the Powhatan confederacy. The *Accohanoc* originally inhabited the region that is now Accomac and Northampton Counties in Virginia.

(YTB-545: dp. 260; l. 100'0"; b. 25'0"; dr. 9'7" (f.); s. 12 k.; cl. *Hisada*)

Accohanoc (YTB-545) was laid down on 12 April 1945 at Morris Heights, N.Y., by the Consolidated Shipbuilding Corp.; launched on 9 July 1945; and delivered to the Navy on 28 December 1945. By that time, however, World War II had ended; and the Navy's need for all types of ships had greatly diminished. Consequently, instead of joining the Fleet, the large harbor tug was placed in reserve at Green Cove Springs, Fla., and remained inactive for 16 months. She was finally placed in service in May of 1947, for

duty in the 7th Naval District, plying the waters of Florida. When the 7th Naval District was dissolved on 1 September 1948, *Accohanoc* reported to the commandant of its successor, the enlarged 6th Naval District. That assignment endured for almost 40 years. In February 1962, the tug was reclassified a medium harbor tug and redesignated YTM-545.

In February 1987, *Accohanoc* was placed out of service, and her name was struck from the Navy list. As of mid-1987, she was awaiting transfer to some unspecified agency.

Accokeek

An Indian tribe—long extinct—which lived in an area of Maryland now the site of Prince Georges County.

(ATA-181: dp. 835; l. 143'; b. 33'10"; dr. 13'3"; s. 13 k.; cpl. 45; a. 1 3", 2 20mm.; cl. ATA-121)

The auxiliary ocean tug *ATA-181* was laid down on 15 June 1944 at Orange, Tex., by the Livingston Shipbuilding Co.; launched on 27 July 1944; and commissioned on 7 October 1944, Lt. C. M. Lacour in command.

After shakedown, she sailed for the Pacific, transiting the Panama Canal early in January 1945 and stopping in Hawaii in March. Resuming her voyage west, the tug arrived at Guam on 25 March, a week before the assault on Okinawa. For the rest of the war, *ATA-181* aided warships damaged in that campaign, towing them from combat into Kerama Retto and thence to bases in the Marianas and in the Western Carolines.

She stayed in the Far East after the war providing towing and salvage support for the American occupation forces. On 15 October, a severe typhoon struck the anchorage at Okinawa and drove *ATA-181* aground; but the tug escaped heavy damage and soon returned to duty. Her Far Eastern assignment ended early in the summer of 1946, and she began the long voyage to the east coast of the United States. Steaming via Pearl Harbor, San Francisco, and the Panama Canal, *ATA-181* reached Philadelphia on 20 November.

Over the next 26 years, she carried out a variety of missions for the Atlantic Fleet. On 16 July 1948, she became *Accokeek*. While she operated most often along the eastern seaboard and in the West Indies, her work also took her to such widely separated locations as Labrador, Ascension Island, and even inland to Lake Michigan. Philadelphia served as her home port through most of her postwar career, but that changed on 30 June 1969 when *Accokeek* was reassigned to Little Creek, Va. The tug operated from that base for the remaining three years of her Navy service. Decommissioned at Norfolk on 29 June 1972, *Accokeek* was transferred to the Maritime Administration on 19 September 1972 for layup in its National Defense Reserve Fleet (NDRF). At the end of 1987, *Accokeek* still appeared on the Navy list and remained at the NDRF facility at James River, Va.

As *ATA-181*, *Accokeek* earned one battle star in World War II.

Accomac

A county in Virginia and the town which serves as its seat of government. It is the northernmost of the two Virginia counties that occupy the southern portion of the Delaware-Maryland-Virginia peninsula that constitutes the eastern shore of the Chesapeake Bay.

I

(Tug: dp. 187; l. 90'0"; b. 19'0"; dr. 9'0" (mean); s. 10 k.; cpl. 12; a. 1 6-pdr.)

El Toro—a tug constructed in 1891 at Newport News, Va., by the Newport News Shipbuilding & Dry Dock Co.—was acquired by the Navy on 26 March 1898, renamed *Algonquin*; and commissioned on 2 April 1898, Ens. W. S. Crowley in command.

After being outfitted at the New York Navy Yard, the tug reported for duty with the North Atlantic Squadron at its base at Key West, Fla., on 13 April. On 15 June 1898, she was renamed *Accomac*. The vessel served at Key West through the

end of the year. In January 1899, she was reassigned to the Cuban occupation forces and was based at Havana, Cuba.

Between late 1900 and December of 1911, the small ship successively served as a yard tug at Port Royal, S.C.; Key West, Fla.; and Pensacola, Fla. On 4 December 1911, *Accomac* arrived at the Boston Navy Yard where she spent the remainder of her active career. In July 1920, when the Navy adopted the alphanumeric system of hull designations, *Accomac* received the hull number YT-18. At about the same time, she was renamed *Nottoway*. On 5 October 1942, her name was cancelled, and she became simply YT-18. On 15 May 1944, the tug was redesignated a small harbor tug, *YTL-18*. She served at Boston as a yard tug through the end of World War II. *YTL-18* was placed out of service at Boston on 3 April 1946, and her name was struck from the Navy list on 17 April 1946. On 15 October 1946, she was sold to Mr. Arthur M. Hall, of Boston, Mass., presumably for scrapping.

II

(LST-710: dp. 4,080 (f.); l. 328'0"; b. 50'0"; dr. 14'1"; s. 11.6 k. (tl.); cpl. 119; a. 8 40mm.; cl. LST-542)

The second *Accomac* (APB-49) was laid down on 13 May 1944 at Jeffersonville, Ind., by the Jeffersonville Boat & Machine Co. as *LST-710*; launched on 28 June 1944; sponsored by Mrs. Maude B. Schriker; and commissioned on 24 July 1944.

LST-710 served in the Asiatic-Pacific theater during World War II and participated in the invasion of Luzon carried out at Lingayen Gulf in January 1945. By the following summer, she had returned to the United States at San Diego where she began conversion to a self-propelled barracks ship. On 1 August 1945, she was named *Accomac* and was redesignated APB-49.

Accomac continued conversion work and remained at San Diego until 8 September when she got underway for Adak, Alaska. The barracks ship arrived at her destination on the 21st and began taking on cargo and mail. She stood out of Adak two days later and shaped a course for Japan. On 3 October, she anchored in Ominato Ko, Japan. Two weeks later, she moved to Aomori Wan where she remained for over a month. On 21 November, the ship left Aomori Wan for Yokosuka, arriving there on the 25th. She ended the old year, 1945, at Yokosuka. On 14 February 1946, *Accomac* weighed anchor and set course for Sasebo where she arrived four days later. The ship remained there until 3 March at which time she got underway for the United States. After 27 days at sea, the barracks ship reentered San Diego on 30 March. She remained there until decommissioned on 9 August 1946.

She was berthed with the Pacific Reserve Fleet at San Diego for over 12 years. Though no date for her strike from the Navy list has been found, this probably occurred late in 1959. On 7 December 1959, she was sold to the Union Minerals & Alloys Corp., of New York City, for scrapping.

Accomac (APB-49) earned one battle star for her World War II service as *LST-710*.

III

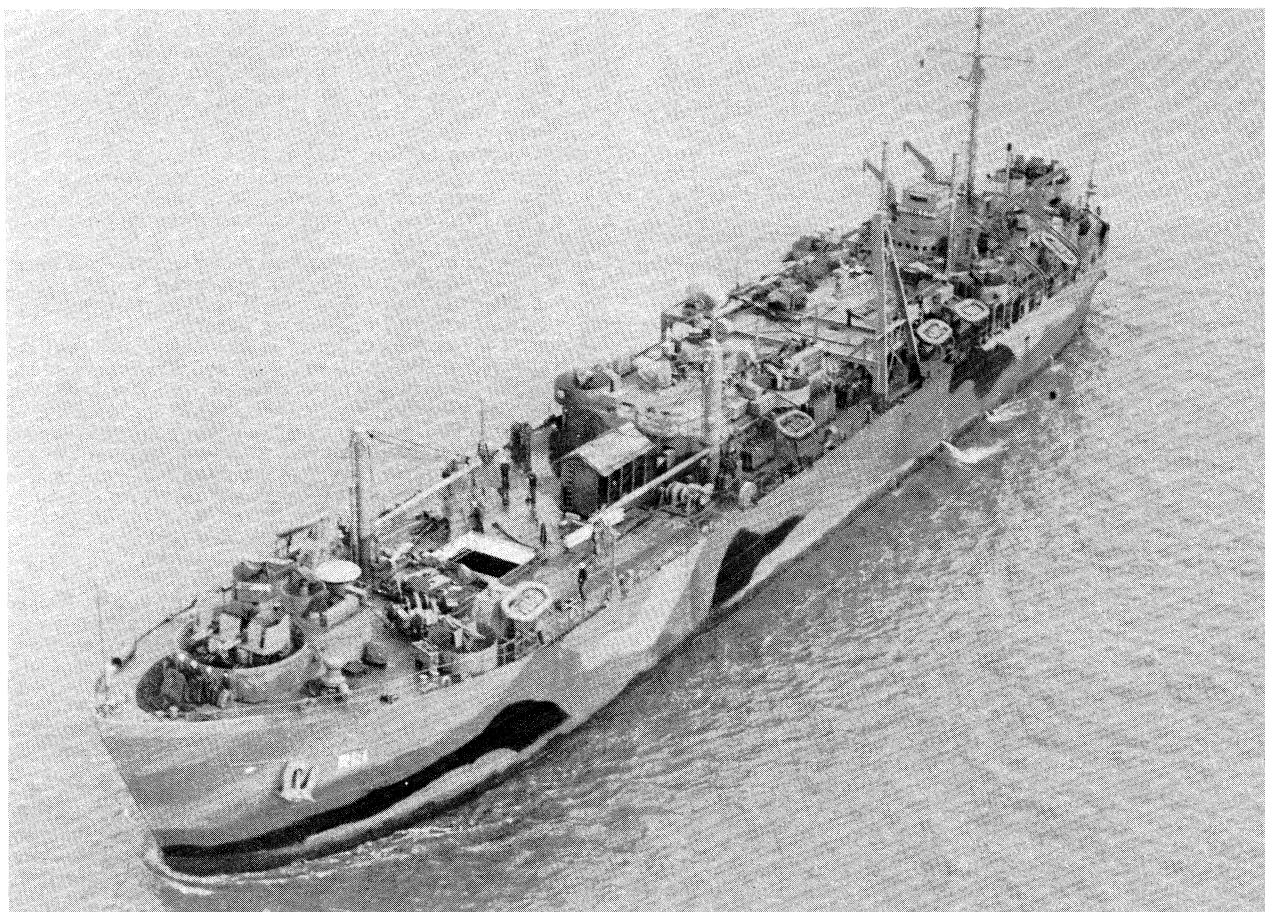
(YTB-812: dp. 356 (f.); l. 109'; b. 31'; dr. 14'; s. 12 k.; cpl. 12; cl. *Natick*)

The third *Accomac* (YTB-812) was laid down on 12 January 1971 at Sturgeon Bay, Wis., by Peterson Builders, Inc.; launched on 8 June 1971; and delivered to the Navy on 17 November 1971. Placed in service during December 1971, the large harbor tug began duty in the 12th Naval District sometime in 1972. She was still serving actively at the beginning of 1987.

Acedia

A flatfish of the West Indies.

The name *Acedia* was assigned on 23 August 1942 to the *Balao*-class submarine SS-309, but was changed to *Aspro* (q v) on 24 September 1942, a little over three months prior to keel-laying.



Achelous (ARL-1), 19 February 1945, steams beneath the Cooper River Bridge, Charleston, S.C., in Measure 31 camouflage (dull black, ocean green and Navy green). Note the large A-frame on the starboard side, for hoisting damaged landing craft on board for repairs, and the booms stepped port and starboard for handling cargo. (19-N-78643)

Achelous

A Greek river god whose name has been given to the largest river in Greece. *Achelous*—the eldest son of Oceanus and that titan's sister, Tethys—is usually depicted as a bull with a human head.

(ARL-1: dp. 4,100; l. 328'; b. 50'; dr. 11'2"; s. 11.6 k.; cpl. 255; a. 1 3", 8 40mm., 8 20mm.; cl. *Achelous*)

Achelous (ARL-1) was laid down as *LST-10* at Pittsburg, Pa., on 15 August 1942 by the Dravo Corp.; launched on 25 November 1942; sponsored by Mrs. George F. Wolfe, the wife of the chief engineer of the Dravo Corp.; named *Achelous* and redesignated ARL-1 on 13 January 1943; and commissioned at Baltimore, Md., on 2 April 1943, Capt. B. N. Ward in temporary command.

Later that day, command of the landing craft repair ship passed to Lt. Walter Ringies. *Achelous* held shakedown in Chesapeake Bay; stopped at Norfolk, Va., on 22 April to take on supplies on 28 April; and sailed on the 28th with a convoy bound for North Africa. She paused in Bermuda from 2 to 9 May and arrived in Oran, Algeria, on 26 May.

Achelous moved to Bizerte, Tunisia, on 1 June and remained there until 14 July providing varied services to landing craft. Following the Allied invasion of Sicily, *Achelous* moored at Licata, Sicily, from 15 July through 14 August performing repair work. She returned to Bizerte on 15 August and, in the next three days, underwent two enemy air raids. During the second raid, *Achelous*' guns assisted in downing two German planes.

Achelous spent one week in mid-September at Palermo, Sicily.

She got underway with Convoy UGS-19 on 16 October; reached Port Said, Egypt, on 23 October; and transited the Suez Canal on 25 October. The repair ship then headed for Massawa, Italian Eritrea, where she arrived on 31 October. The next day, she entered a British-owned floating drydock at Massawa. The ship left the drydock on 4 November and got underway for India. She arrived at Calcutta in early December and spent approximately one month providing services in the China-Burma-India theater.

In early 1944, *Achelous* left India and sailed to the Mediterranean to support operations along the Italian coast. She remained at these duties for seven months. In July, the landing craft repair ship began preparations for the assault on the southern coast of France. In mid-August, she dropped anchor off the French coast and set up a pontoon drydock to service landing craft used in the invasion. These duties occupied her through most of 1944.

Late in the year, the repair ship was reassigned to the Pacific and began her voyage via the Strait of Gibraltar and the Panama Canal to her new area of operations. She transited the Panama Canal on 7 March 1945 and proceeded to Eniwetok, where she arrived on 24 April. *Achelous* then was assigned to support the invasion and occupation of Okinawa, her last combat operation of World War II.

Following the war, *Achelous* returned to the west coast. She was placed out of commission in reserve in January 1947 and berthed in the Columbia River Group of the Pacific Reserve Fleet. *Achelous*' name was struck from the Navy list on 1 June 1973, and the ship was sold on 21 January 1974 to Overseas Shipyard, Ltd, of Hong Kong for scrapping.

Achelous earned two battle stars for World War II service.

Achernar

The brightest star in the southern constellation Eridanus with a magnitude of .6. It is at least 200 times more luminous than the sun and one of the 10 brightest stars in the sky. It is about 118 light-years from the Earth.

(AKA-53: dp. 14,200; l. 459'2"; b. 63'; dr. 26'4"; s. 16.5 k.; cpl. 429; a. 1 5", 8 40mm., 18 20mm.; cl. *Andromeda*; T. C2-S-B1)

Achernar (AKA-53) was laid down under a Maritime Commission contract (MC hull 208) on 6 September 1943 at Kearney, N.J., by the Federal Shipbuilding and Drydock Co.; launched on 3 December 1943; sponsored by Mrs. Adela Rogers St. John; acquired by the Navy on 29 January 1944; and commissioned on 31 January 1944, Comdr. H. R. Stevens in command.

Following conversion and fitting out at the New York Navy Yard, the attack cargo ship got underway on 28 February and held shakedown in the Chesapeake Bay. On 13 March, she arrived at Staten Island, N.Y.—where she loaded cargo and embarked Army personnel for transportation to Great Britain—and stood out to sea on the 19th, with Convoy CU-18. She arrived at Swansea, Wales, on 30 March and spent the next two months transporting cargo and personnel between various ports in the United Kingdom in preparation for the Normandy invasion.

The last week in May found *Achernar* in Plymouth, England. On 1 June, she was designated the 1st Army's headquarters ship. On 6 June, she steamed across the English Channel and, at 1609, anchored in her preassigned position in Baie de la Seine, France. For the next few days, she acted as a nerve center for troops fighting for a foothold in France. On 11 June, the 1st Army's headquarters disembarked; and, at 1148, *Achernar* got underway for England. After a three-day respite in Plymouth, the ship moved to Roseneath, Scotland, to take on the cargo and personnel of two construction battalions. On 19 June, she returned to Plymouth to onload materials to repair damaged assault craft and, on 22 June, got underway for the assault area in France. While on station, she underwent several enemy air attacks. The cargo ship again left the French coast on 29 June to return to England and arrived in Plymouth on 1 July. On 5 July, the ship was ordered to sail as a part of Task Group (TG) 120.6, which was bound for the Mediterranean to support the invasion of southern France. The ship entered the harbor at Oran, Algeria, on 10 July; but, six days later, sailed to Naples. After loading operations there, she switched to an anchorage at Castellamare, Italy, on 2 August. Here, she embarked personnel of the 36th Division and proceeded to sea on the 13th for the assault in southern France. On the morning of 15 August, her crew commenced discharging her cargo and sending it to the beaches. The next day, after finishing the delivery of cargo, she received casualties on board and embarked 13 German prisoners of war before getting underway at 2100 to return to Naples.

For the next two months, *Achernar* continued making trips from Naples and Oran to points along the southern coast of France. On 25 October, she sailed from Oran westward through the Strait of Gibraltar towards the United States. She arrived at Hampton Roads on 8 November and underwent repairs and overhaul at the Norfolk Navy Yard. On 7 December, *Achernar* got underway for a brief period of trials and exercises in Chesapeake Bay. The ship returned to Norfolk on 11 December, took on cargo, and got underway on 18 December. She transited the Panama Canal on Christmas Day 1944 and arrived at Pearl Harbor on 10 January 1945.

Following tactical maneuvers off Oahu from 17 to 19 January, the cargo ship began loading cargo on 12 February and put to sea on the 18th. *Achernar* stopped at Eniwetok on 26 February, Kossol Roads on 4 March, and anchored in San Pedro Bay, Philippine Islands, from 15 to 20 March, before arriving off Okinawa on 1 April to support the seizure of that key island. At 0043 the next day, a Japanese suicide plane hit the attack cargo ship's starboard side; and, almost simultaneously, a bomb exploded on her port side. Fires broke out, and the ship began listing slightly to port. *Achernar* lost five crew members killed and 41 injured.

By 0100, the fires were out and the list had been corrected. At 1525, the battered ship transferred her casualties to *Solace* (AH-5) and proceeded to anchor off Hagushi beach, where temporary repairs began. On the morning of 3 April, *Achernar* moved to Kerama Retto to begin unloading her cargo. She remained at Okinawa until 19 April, when she sailed for the United States via

Ulithi and Pearl Harbor. The vessel arrived at San Francisco on 13 May and began offloading ammunition and fuel. Two days later, she entered drydock for repairs and overhaul. She got underway again on 10 July for shakedown along the California coast. On 4 August, *Achernar* left San Francisco to return to Pearl Harbor, where she arrived a week later and immediately began discharging her cargo. She was still in Hawaii when hostilities ended on the 15th. *Achernar* then shuttled personnel and equipment between Japan, various other Pacific islands, and took part in "Magic Carpet" operations, returning veterans to the United States.

On 28 November, *Achernar* arrived in Seattle. One week later, S.S. *H. H. Raymond* collided with her during a storm. As a result of the damage she sustained in the accident, *Achernar* entered drydock on 22 December for repairs.

Achernar got underway again on 16 January 1946 and resumed operations between the west coast and various ports in the Far East and the Pacific. When the Military Sea Transportation Service was formed on 1 October 1949, she was one of a group of attack cargo ships selected for service in the new organization. At the outbreak of the Korean War, *Achernar* was completing overhaul at the Hunters Point Naval Shipyard. She got underway on 7 July 1950 and soon began unloading troops and cargo for transportation to the war zone. On the 14th, the ship joined TG 53.7 and sailed for Japan. She unloaded her cargo at Kobe, Sasebo, and Yokosuka. On 22 September, she left Japan and proceeded to Inchon, Korea, to support nearby ground operations.

After American forces had liberated the territory near Inchon and Seoul, elements of the 1st Marine Division and their equipment were loaded on board *Achernar* for landing on the east coast of Korea at Wonsan. She sailed as part of TG 90.2 and arrived in Wonsan on 25 October. She unloaded her passengers and proceeded to Moji, Japan, arriving there on 31 October. There, she took on men of the 2d Infantry Division for transportation to Wonsan. Following this mission, she returned to Yokosuka on 20 November.

The attack cargo ship was then ordered to report back to the United States. She left Japan on 27 November accompanying *Brush* (DD-745) and *Mansfield* (DD-28)—both of which had been damaged by mines—ready to assist them, if necessary. They made brief stops at Midway and Pearl Harbor before reaching San Francisco on 17 December.

Following a short availability period, *Achernar* went to Port Hueneme, Calif., on 18 January 1951 to onload cargo and personnel for transportation to the Aleutians. After unloading at Amchitka, she visited Adak, Whittier, Alaska, and Kodiak Island to pick up cargo to be returned to Seattle. On 17 March, *Achernar* set course for Norfolk. She transited the Panama Canal on the 26th; paused at Morehead City, N.C., on 1 April; and finally arrived at Norfolk on 3 April. The ship was assigned to the Amphibious Force, Atlantic Fleet, and took part in various fleet exercises and cargo runs in the Caribbean and along the east coast. On 18 February 1956, *Achernar* was decommissioned; placed in reserve; and berthed at Orange, Tex.

Achernar was placed back in commission at New Orleans on 1 September 1961. She arrived at Norfolk on 1 December 1961 and became a unit of Amphibious Squadron 6, Atlantic Fleet. *Achernar* held shakedown in the Caribbean and spent the remainder of her career conducting various training exercises in the Virginia capes operating area.

Achernar was placed out of commission on 1 July 1963 and transferred to the Maritime Administration. She was reacquired by the Navy on 29 January 1964 but saw no active service before she was transferred to the government of Spain on 2 February 1965. She served the Spanish Navy as *Castilla* (TA-21) until scrapped in 1982.

Achernar received three battle stars for World War II service and three battle stars for Korean War service.

Achigan

A French-Canadian rendering of the word *ashigan* which, in Chippewa and Algonquin dialects, is the name of the small mouth bass.

(YTB-218: dp. 410; l. 110'0"; b. 27'0"; dr. 11'4"; s. 12 k.; cpl. 12; a. 2 .50-cal mg.; cl. *Cahto*)